

INTELLECT TO

CLASSIFICATION <del>SECRET-CONTROL/US OFFICIALS ONLY</del>		25X1A
COUNTRY <u>Romania</u>	REPORT NO. <u>[REDACTED]</u>	
TOPIC <u>Railroad Ferry Operating Between Calafat and Vidin</u>		
25X1X	25X1A	
EVALUATION <u>[REDACTED]</u>	PLACE OBTAINED <u>[REDACTED]</u>	
DATE OF CONTENT <u>[REDACTED]</u>	25X1C	
DATE OBTAINED <u>[REDACTED]</u>	DATE PREPARED <u>27 September 1950</u>	
REFERENCES <u>[REDACTED]</u>	25X1A	
PAGES <u>1</u>	ENCLOSURES (NO. & TYPE) <u>[REDACTED]</u>	
REMARKS <u>[REDACTED]</u>		
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[REDACTED]

1. The new railroad ferry between Calafat and Vidin will be opened to traffic on 1 August 1950. The ferryboat has three tracks with a capacity of 10 railroad cars each, or a total of 30 cars. \*

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\* Comment. The re-establishment of the Danube ferry connection at Calafat-Vidin was reported by the [REDACTED]. The ferryboat used seems to be a new one, for the capacity of 30 railroad cars is unusually large. Ferryboat Sofia operating between Ruse and Giurgiu, although equipped with three tracks, has a capacity of only 12 cars. [REDACTED] Theoretically, the capacity of the ferry operating between Calafat and Vidin must be 1 1/2 times that of the Ruse-Giurgiu ferry and thus total 10 to 12 trains within a 24-hour period

Director of Central Intelligence  
Archivist of the United States  
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